

Scotland's Circular Economy and Waste Route Map to 2030

Strategic Environmental Assessment

Post Adoption Statement

January 2025

1. Introduction

1.1 Overview of the Route Map

The Circular Economy and Waste Route Map to 2030 is part of the Scottish Government's wider response to the climate and nature crises, sitting alongside a range of other strategies and plans.

The Route Map has been designed to drive progress on three key fronts:

1. Setting the strategic direction and laying foundations for how to deliver a system-wide, comprehensive vision for Scotland's circular economy from now to 2030 – based on Responsible Production, Responsible Consumption, and Maximising Value from Waste and Energy.
2. Setting out priority actions from now to 2030 to accelerate more sustainable use of our resources across the waste hierarchy; acknowledging the progress made against our existing 2025 waste reduction and recycling targets, the areas we have fallen short, and the lessons we can learn as we set out the framework for what comes next.
3. Reducing emissions associated with resources and waste. The Route Map sets out opportunities to decarbonise the waste sector ahead of the draft Climate Change Plan, to be published in 2025, and an approach to tackling the whole-life climate impact of Scotland's resource management and waste.

The Route Map outlines which actions will be prioritised to 2030, by when, and how the Scottish Government will work with others to drive sustainable use and management of Scotland's resources. This will lay the groundwork for delivery of Scotland's circular economy up to 2030.

The direction and actions set out in the Route Map are complemented by the new powers in the landmark Circular Economy (Scotland) Act 2024¹, and in some places are dependent on these powers. The circular economy strategy will build on this Route Map looking beyond 2030 and will identify priority sectors and systems taking a strategic longer term view up to 2045. It will consider economic drivers, behaviour change and international impact as well as setting out the broader vision, indicators, outcomes, and objectives that will be used to monitor progress.

The final Route Map takes into account the feedback from two consultations that were held in 2022 and in early 2024. Analysis of responses to the most recent consultation showed that there were consistently high levels of support for the actions.

Measures in the Route Map are grouped under four strategic aims, which reflect the span of the waste hierarchy:

1. Reduce and reuse
2. Modernise recycling

¹ Circular Economy (Scotland) Act 2024 (legislation.gov.uk), [Circular Economy \(Scotland\) Act 2024](#)

3. Decarbonise disposal
4. Strengthen the circular economy

For each strategic aim the Route Map sets out priority actions to focus on and identifies further actions to progress between now and 2030.

1.2 SEA Process

In Scotland, the Environmental Assessment (Scotland) Act 2005 requires plans, programmes and strategies that are likely to have a significant impact on the environment to be assessed and for measures to avoid, prevent or reduce adverse effects to be sought, where possible, prior to implementation. This process is known as Strategic Environmental Assessment (SEA).

SEA helps to better protect the environment, aims to ensure that any development is sustainable, and increases opportunities for public participation in decision-making.

The SEA was undertaken to both inform the decision-making process in the development of the Route Map, and to engage with the statutory consultees,² other stakeholders, and interested parties via the statutory public consultation process set out in the 2005 Act.

In 2022, the Scottish Government set out a range of proposals across the resources and waste system through its [first Route Map consultation](#). The consultation sought views on the feasibility and ambition of these proposals in order to drive progress against 2025 circular economy, waste and recycling goals, look beyond to 2030, and to achieve the long-term goal of net zero by 2045.

After the drafting of a combined SEA screening and scoping report, a consultation was undertaken with the statutory consultees for a 5-week period. Each statutory consultee was provided with the SEA Screening and Scoping Report issued by the Scottish Government and comments invited. Consultation responses were received from all three statutory consultees and used to determine the final scope of the Environmental Report and assessments.

Building on the first consultation, the Scottish Government published a [draft version of the Route Map](#) in January 2024, which sought to prioritise and focus on the key actions that will unlock progress across the waste hierarchy to 2030. The Scottish Government sought feedback on the revised document and associated impact assessments through a second consultation. The consultation documentation included the [SEA Environmental Report](#), with views invited on the methodology and conclusions of the environmental assessment.

The Scottish Government adopted and published [Scotland's Circular Economy and Waste Route Map to 2030](#) on 18 December 2024.

² Section 3 of the Environmental Assessment (Scotland) Act 2005 defines the consultation authorities as Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH) [now NatureScot], and Historic Scotland (HS)

1.3 Purpose of this Post Adoption Statement

In accordance with Section 17 of the 2005 Act, the Scottish Government has reviewed the findings of the Environmental Report and the consultation responses to the report in coming to its decision on the preferred approach for the implementation of the Route Map.

Section 18 of the 2005 Act requires that when a plan or programme is adopted, the consultation bodies and the public are informed, and the following specific information is made available:

- the plan as adopted.
- a statement summarising:
 - (i) how environmental considerations have been integrated into the design of the plan (Section 18(3)a of the 2005 Act).
 - (ii) how the Environmental Report has been taken into account (Section 18(3)b).
 - (iii) how consultees' opinions have been taken into account (Section 18(3)c and d).
 - (iv) the reasons for choosing the proposed plan or programme;
 - (v) the measures to be used to monitor the significant environmental effects of the implementation of the plan or programme (Section 18(3)f).

The purpose of this Post Adoption Statement is to provide the specific information outlined under each of the points listed (i) to (v) above and which is presented in the following sections of this statement.

2. How environmental considerations have been integrated into the Route Map

2.1 Environmental considerations for the Route Map

The SEA has played an integral role in highlighting the environmental factors to be considered in the development of the Route Map.

The following topics and associated assessment questions were scoped into the assessment (confirmed through scoping consultation):

Biodiversity, flora, fauna

- Will the plan avoid adverse impacts to habitats and species?
- Will it protect, maintain, and enhance biodiversity?

Population and human health

- Will the plan reduce the health gap and inequalities and improve healthy life expectancy?
- Will it protect and improve human health and wellbeing through improving the quality of the living environment of people and communities?
- Will it increase sustainable access to essential services, employment, and the natural and historic environment?

Soil

- Will the plan safeguard and improve soil quality, quantity, and function in Scotland, particularly high value agricultural land and carbon-rich soils?

Water

- Will the plan ensure the sustainable use of water resources?
- Will it help to reduce levels of water pollution?

Air

- Will the plan avoid adverse impacts to air quality?
- Will it reduce emissions of key pollutants and improve air quality throughout Scotland?
- Will it reduce levels of nuisance e.g., noise, vibration, dust, odour, and light?

Climatic factors

- Will the plan help to reduce existing and avoid new greenhouse gas (GHG) emissions?

Material assets

- Will it reduce use and promote sustainable management of natural resources?
- Will it reduce 'leakage' of material to landfill or energy recovery or as litter?

Landscape and visual impacts

- Will the plan avoid adverse effects on landscapes and visual impacts?
- Will it safeguard and enhance the character and diversity of the Scottish landscape and areas of valuable landscape and geodiversity?

Cultural heritage and the historic environment

- Will it avoid adverse impacts on the historic environment including its setting?

- Will it protect and enhance valued landscapes, historic and archaeological sites and other culturally and historically important features, landscapes, and their settings?
- Will it encourage the retention, reuse and repair of historic environment assets and materials?

The measures were assessed under each of the strategic aims presented in the latest draft of the Route Map at the time. Causal loop diagrams were developed to assess the expected outputs and the effects on different parts of the life cycle of relevant materials and products, and identified outcomes were presented in summary tables within the Environmental Report³.

The conclusions of the Environmental Report are summarised in the table below. No net negative environmental effects were identified under any of the strategic aims assessed.⁴

³ Scottish Government, Scotland's Circular Economy and Waste Route Map to 2030 Strategic Environmental Assessment Environmental Report, 2024, p.144 (Appendix A), [Circular economy and waste route map to 2030: strategic environmental assessment - environmental report - gov.scot](#).

⁴ For the purposes of the assessment, the interventions within the 'Strengthen the Circular Economy' strategic aim in the draft Route Map were considered out of scope since they will support the other interventions rather than leading to specific impacts themselves.

Table 1 Summary of findings in the Environmental Report

Key for Table 1

+ Only (significant) positive impacts expected.

+/? Impacts are expected to be mostly positive but may be offset to some extent by potential negative impacts.

N/A No impacts identified

	Reduce and Reuse			Modernise Recycling		Maximise value / Decarbonise disposal
	Promote responsible consumption, production, and reuse	Reduce food waste	Embed circular construction practices	Improve recycling from households	Improve recycling from commercial businesses	Minimise the impact of disposal
Biodiversity, flora and fauna	+	+/?	+/?	+/?	+/?	+/?
Population and human health	+	+/?	+/?	+	+	+/?
Soil	+	+/?	+/?	+/?	+/?	+/?
Water	+/?	+/?	+/?	+/?	+/?	+/?
Air	+	+/?	+/?	+/?	+/?	+/?
Climatic factors	+/?	+/?	+/?	+/?	+/?	+
Material assets	+	+/?	+/?	+/?	+/?	N/A
Cultural heritage and the historic environment	N/A	N/A	+	+/?	+/?	N/A
Landscape and visual impacts	+	+/?	+/?	+/?	+/?	+/?

2.2 Development of the Route Map following the Environmental Assessment

The Environmental Report concluded that the Route Map would bring positive environmental benefits, and that most negative environmental impacts were understood to be unavoidable activities to enable the delivery of the Route Map's objectives and proposed actions e.g. increased direct emissions from recycling activity which would lead to overall positive environmental effects due to a corresponding reduction in other disposal methods and potential displacement of virgin material production. The recommended approach was therefore to continue forward with the proposed measures, whilst ensuring alignment with other relevant strategies.

Due to the positive nature of the impacts identified in the Environmental Report, no overarching mitigation measures or alternative actions were suggested. The report highlighted the importance of monitoring the impact of the proposed measures and suggested that the Route Map should be supported by statutory circular economy targets, making use of the enabling powers granted in the Circular Economy (Scotland) Act 2024.

The vast majority of the measures assessed in the Environmental Report have been retained in the final version of the Route Map: the document identifies measures as 'Priority actions' and underlying 'Further actions', while some actions have been moved to more appropriate chapters within the document.

The final version of the Route Map sets out 11 priority actions to drive progress, setting out delivery timescales that have been arrived at through collaboration and listening to local government and business community partners to ensure they remain affordable and deliverable. The Scottish Government is committed to progressing a circular economy at pace and will continually look to increase the speed of delivery where possible, taking account of partner feedback and the fiscal situation. The long-term ambitions over the time period considered in the SEA Environmental Report remain the same as at the time of the assessment.

Some actions have progressed since the draft Route Map was published, and the final adopted version of the plan acknowledges the new status of such actions, for example, updated to reflect progress since the second consultation to ban the sale and supply of single-use vapes from 2025.

One additional action is presented in the final version of the Route Map which was not present in the version assessed in the SEA Environmental Report, under the 'Modernise recycling' aim: to 'undertake a consultation to explore kerbside collection of textiles'. In the draft Route Map, this action was referenced under the broader household recycling co-design proposal, but was not presented as a standalone action. This measure is likely to support and strengthen the environmental effects already identified in the Environmental Report. Therefore, the nature and direction of net effects is not expected to change under any of the in-scope SEA topic areas as a result of these changes and the conclusions of the Report remain valid.

Some other actions have been merged or streamlined. Most notably, the standalone action to 'investigate the feasibility of [voluntary food waste reduction] action plans' has been removed from the final document, which now focuses more closely on developing effective options to implement mandatory public reporting of food waste and surplus by businesses. The SEA conclusions of the projected impacts under the area of food waste are not

expected to be significantly affected by this change, as the ambition set out within this chapter remains the same. The enhanced support for businesses and strengthening of evidence around food waste and surplus are still anticipated to result in a reduction in wasted food and an increase in composting and organics recycling in favour of incineration and landfill in the long term.

3. How the Environmental Report has been taken into account

3.1 The conclusions of the Environmental Report

As set out in Table 1, the Environmental Report concluded that the Route Map is expected to lead to net positive effects across all in-scope SEA topics, noting some areas of uncertainty.

The assessment concluded that by reducing demand for new products and virgin materials and driving down the amount of material disposed of via landfill and energy from waste, a range of negative pollution impacts on biodiversity, air, bodies of water, and soils could be avoided. Greenhouse gas emissions from material production and manufacturing processes as well as waste management activities were expected to be minimised, with material assets being kept in use for as long as possible through circular practices and improved recycling. Indirect positive impacts were anticipated in relation to the Scottish landscape, through reduced demand for unsightly disposal and extraction infrastructure, and potential to reduce litter and flytipping. Circular practices in the construction and demolition sector should also encourage the retention, reuse and repair of historic environment assets and materials, thus benefitting Scotland's cultural heritage and historic environment.

The positive impacts of the measures were expected to be partially offset by increased resource use, for example, through increased recycling activity, or additional product or building maintenance. However, the assessment concluded that none of the packages in the Route Map were anticipated to have a net negative impact on any of the environmental topics assessed.

To maximise the potential for positive environmental impacts and to support and enhance the wider aims of the Route Map, the Environmental Report recommended that all measures should be implemented with consideration to alignment with other relevant environmental plans, programmes, and strategies, such as Scotland's Environment Strategy⁵, Biodiversity Strategy⁶ and the National Litter and Flytipping Strategy⁷.

It is anticipated that once specific interventions have been further defined and agreed, further impact assessments may be necessary. The Environmental Report highlighted

⁵ The Environment Strategy for Scotland: vision and outcomes, Scottish Government, 2020, [The Environment Strategy for Scotland: vision and outcomes - gov.scot](https://www.gov.scot/publications/environment-strategy-for-scotland/vision-and-outcomes/pages/12.aspx).

⁶ Tackling the Nature Emergency in Scotland - Scottish biodiversity strategy to 2045, Scottish Government, November 2024, [Scottish Biodiversity Strategy to 2045 - gov.scot](https://www.gov.scot/publications/scottish-biodiversity-strategy-to-2045/pages/1.aspx).

⁷ National litter and flytipping strategy: update and year 2 action plan, Scottish Government, October 2024, [National litter and flytipping strategy: update and year 2 action plan - gov.scot](https://www.gov.scot/publications/national-litter-and-flytipping-strategy-update-and-year-2-action-plan/pages/1.aspx).

areas that future impact assessments may consider. It is anticipated that there will be further impacts, especially in the short term, that were not considered in depth in the SEA for the Route Map due to a lack of sufficient detail available at the time. Such impacts should be assessed, where appropriate, once the interventions have been fully defined and detailed.

3.2 How has the Environmental Assessment altered the shape of the final approach?

In light of the net positive environmental consequences identified in the Environmental Report, the preferred option was to adopt the Route Map, in full, as outlined and consulted upon in 2024, with some minor amendments as described in Section 2.2.

The final adopted version of the Route Map has largely taken this option forward, with just one action removed from the plan following the Environmental Assessment and subsequent consultation: to 'investigate the feasibility of [voluntary food waste reduction] action plans'. Due to the long term and indirect nature of this measure, it was not individually assessed in the SEA Environmental Report. The projected impacts identified under the area of food waste are therefore not expected to be significantly affected by the decision to remove this as an action. The ambition set out within this chapter remains the same. The enhanced support for businesses and strengthening of evidence around food waste and surplus are still anticipated to result in a reduction in wasted food and an increase in composting and organics recycling in favour of incineration and landfill in the long term.

One additional standalone action has been added to the strategic aim 'Modernise Recycling': to 'undertake a consultation to explore kerbside collection of textiles'. This area was previously highlighted in the broader recycling co-design action in the draft Route Map. The addition of this action is not expected to change the nature of the overall environmental effects of the Route Map, and is indeed likely to embolden the outcomes identified in the Environmental Assessment. Should the consultation on a kerbside collection of textiles lead to the implementation of such a service, it is likely to support the identified outputs of a reduction in disposal of materials by landfill or incineration, potentially contributing to a decrease in demand for virgin materials in the long term. Subsequent environmental outcomes will be emboldened, adding a focus on textiles, a waste stream proven to have a high environmental impact⁸.

To maximise the potential for positive environmental impacts and to support and enhance the wider aims of the Route Map, the Environmental Assessment recommended that all measures should be implemented with consideration to alignment with other relevant environmental plans, programmes, and strategies, such as Scotland's Environment Strategy, Biodiversity Strategy and the National Litter and Flytipping Strategy. These strategies are considered and named within the final version of the Route Map, and the Scottish Government continues to work collaboratively across relevant departments and with delivery partners to ensure ongoing alignment between these areas.

In refining and developing the implementation of the actions within the Route Map where relevant, the Scottish Government will continue to take into account the recommendations

⁸ Scottish Waste Environmental Footprint Tool (SWEFT), Zero Waste Scotland, 2024, [Scottish Waste Environmental Footprint Tool \(SWEFT\)](#).

in the Environmental Report to maximise the potential environmental benefits of implementing the Route Map.

The Scottish Government has taken note of these recommendations and will co-ordinate further impact assessments as necessary as actions within the Route Map are taken forward. For example, the 2024 consultation on the proposed implementation of charging for single-use disposable beverage cups in Scotland has been subject to its own SEA process.⁹

4. How opinions expressed on the consultation have been taken into account

4.1 Public consultation

In 2022, the Scottish Government set out a range of proposals across the resources and waste system through an initial Route Map consultation. The consultation sought views on the feasibility and ambition of these proposals. The analysis of the responses to this first consultation was published in April 2023¹⁰.

A second public consultation was held from 18 January to 15 March 2024 to obtain the opinion of public individuals and organisations on the proposed measures within the Route Map and their possible impacts. Views were obtained through the completion of a questionnaire hosted on the Scottish Government's Consultation Hub. The consultation documentation included the SEA Environmental Report along with online links to the Business and Regulatory Impact Assessment, the Islands Communities Screening Assessment, a Fairer Scotland Duty Summary, and an Equality Impact Assessment.

A total of 160 responses were received from individuals (48) and organisations (112). An analysis of the second public consultation was published by the Scottish Government in August 2024¹¹.

4.2 Consultation on the Environmental Report

Statutory consultees responses

The combined SEA Screening and Scoping report was shared with statutory consultees (SEPA, NatureScot, and Historic Environment Scotland) for a 5-week consultation period starting on 16 November 2022.

⁹ Single-Use Disposable Beverage Cups Charge Strategic Environmental Assessment: Environmental Report, Scottish Government, August 2024, [Single-Use Disposable Beverage Cups Charge Strategic Environmental Assessment: Environmental Report - gov.scot](#).

¹⁰ Delivering Scotland's Circular Economy - route map to 2025 and beyond: consultation analysis. Scottish Government, 2023, [Supporting documents - Delivering Scotland's Circular Economy - route map to 2025 and beyond: consultation analysis - gov.scot](#).

¹¹ Scotland's Circular Economy and Waste Route Map to 2030 : Analysis of consultation responses. Scottish Government, 2024, [Scotland's Circular Economy and Waste Route Map to 2030 : Analysis of consultation responses - gov.scot](#).

During the initial Screening and Scoping consultation, feedback from the statutory consultees on the Scoping Report indicated all were content with the proposed scope and approach to the assessment. Some changes were proposed around the related Plans, Programmes and Strategies (PPS), the approach to monitoring, and the suggestion of an additional objective relating to the historic environment. These suggestions were summarised and addressed in the Environmental Report (see the report's [Appendix B](#)).

No changes were suggested to the proposed assessment methodology set out in the Scoping Report.

Some further feedback on the Environmental Report was received from Statutory Consultees during the public consultation period described below.

Public consultees responses

The public consultation results were largely positive regarding the proposed Route Map content. Each set of actions was met with between 71% and 81% of respondents expressing 'Agree' or 'Strongly agree.'

The public consultation included the following four questions directly relating to the Environmental Report:

- What are your views on the accuracy and scope of the environmental baseline set out in the SEA Environmental Report?
- What are your views on the predicted environmental effects of the draft Circular Economy and Waste Route Map as set out in the SEA Environmental Report? Please give details of any additional relevant sources. What are your views on the findings of the Environmental Report and the proposals for mitigation and monitoring of the environmental effects?
- What are your views regarding potential reasonable alternatives, in reference to the approach set out in the SEA Environmental Report?
- What are your views on the approach to mitigation, enhancement and monitoring of the environmental effects set out in the SEA Environmental Report?

Highlights from the responses received against each of the consultation questions are set out in the following paragraphs. All insights in the section below have been taken from the independent analysis of consultation responses, published on the Scottish Government website.¹²

What are your views on the accuracy and scope of the environmental baseline set out in the SEA Environmental Report?

Approximately one third of the thirty-five responses submitted to this question expressed positive views on the accuracy and scope of the environmental baseline set out in the

¹² [Scotland's Circular Economy and Waste Route Map to 2030 Consultation Analysis of consultation responses](#), Scottish Government, 2024.

Environmental Report. The report was described in the comments as “comprehensive”, “accurate”, and “robust”.

Others described the SEA as high level and lacking in detail, with calls for more timescales and specific examples. One respondent described the content as “aspirational” and one respondent stated that the SEA, while accurate based on current data, fails to account for population growth.

Suggestions for improvements included greater commentary on the impact of failing to progress the Route Map’s actions on public health, food production, and the national economy.

Historic Environment Scotland noted that the ‘Our Place in Time’ strategy referenced in the SEA has now been superseded by Scotland’s new strategy for the historic environment, [‘Our Past, Our Future’](#) (OPOF) which was published in April 2023.

What are your views on the predicted environmental effects of the draft Circular Economy and Waste Route Map as set out in the SEA Environmental Report? Please give details of any additional relevant sources.

There was little consensus among the thirty-eight responses to this question. A few respondents described the predicted effects as ‘accurate’, agreeing that on the whole, the measures are likely to have a positive environmental impact. However, a few highlighted that the predicted effects are based on successful implementation of the measures in the Route Map, which can only be achieved through adequate resourcing and significant positive behaviour change.

A few reflected on the increased resource required to transition to a circular economy and questioned whether the environmental impact of this had been adequately considered in the SEA. Mineral Products Association Scotland disagreed with the conclusion that the measures proposed in the draft Route Map will lead to reduced demand for primary aggregates, arguing there is little scope for this given the Scottish Government’s ambitions for housebuilding and infrastructure.

A few respondents felt that this aspect of the SEA lacked sufficient detail and evidence. Aberdeenshire Council described the predicted environmental effects as “loosely indicative” given the high-level nature of the Route Map. Stirling Council repeated concerns that the predicted environmental affects do not account for population growth. Scottish Islands Federation Marine Litter Working Group commented specifically on the SEA’s table of likely results, highlighting the “significant number of question marks” and suggested that further scoping is required before significant changes in legislation are initiated.

British Glass raised concerns that the reduction in the production of new components as a way of reducing Scotland’s impact on the environment will move production to other countries that may have less environmentally friendly production processes.

Very few respondents provided details of additional relevant sources to consider; a few recommended further consultation with communities, SMEs and industry bodies.

What are your views regarding potential reasonable alternatives, in reference to the approach set out in the SEA Environmental Report?

Twenty-five responses were submitted to this question, but few comments engaged directly with the subject matter of the question. Approximately half were wider comments on the Route Map as a whole.

Of the comments that did consider the approach to assessing reasonable alternatives as set out in the SEA, most were in agreement with the Scottish Government's decision to not identify any additional alternatives at this stage given the broad and high-level nature of the Route Map.

However, United Kingdom Without Incineration Network (UKWIN) and Dovesdale Action Group called for consideration of alternative options, including: all-in plastic collection, a ban on new incineration capacity, middle band of Landfill Tax for bio-stabilised material, and the introduction of an incineration tax to minimise leakages from the circular economy.

What are your views on the findings of the Environmental Report and the proposals for mitigation and monitoring of the environmental effects?

Twenty-four comments were submitted against this question. Most were supportive in nature, welcoming the approach to mitigation, enhancement and monitoring as set out in the SEA Environmental Report and recognising the need for a robust monitoring framework to support evaluation of the environmental effects of the Route Map.

A few respondents emphasised the need for clear metrics and indicators of success, with Glasgow City Council suggesting that 'Cornerstone Indicators' could be considered as a way to assess the impacts of the Route Map.

Two respondents, while supportive of the approach, highlighted the additional resourcing such measures will require. Aberdeenshire Council advised that the approaches to mitigation, enhancement and monitoring will need to be flexible as actions and measures are developed and implemented.

The responses to the consultation were welcomed by the Scottish Government.

A number of common themes emerged across the consultation responses. These included:

- The need for additional detail on specific measures. A number of respondents noted that the Environmental Report was a high-level document containing a significant level on uncertainty.
- The need to future-proof measures and associated effects, for example, considering future population growth.
- The resource requirements of the measures within the Route Map and the importance of properly resourcing both their implementation and monitoring.

The Scottish Government recognises that some measures will require additional, more detailed impact assessments in future prior to implementation. These will be produced in due course, where appropriate. The Scottish Government reiterates its commitment to work in partnership with stakeholders to assess the full impacts of specific measures as they are further defined to ensure they remain feasible, impactful and avoid any unintended consequences. We recognise that, where appropriate, individual measures set

out in the Route Map may be subject to further public consultation, for example where secondary legislation is needed.

The Scottish Government is working within the current fiscal constraints to deliver on 11 priority actions to drive progress, setting out delivery timescales that have been arrived at through collaboration and listening to local government and business community partners to ensure they remain affordable and deliverable. The Scottish Government is committed to progressing a circular economy at pace and will continually look to increase the speed of delivery where possible, taking account of partner feedback and the fiscal situation. This approach will help ensure appropriate resourcing for delivery of the measures outlined in the Route Map, and appropriate resourcing for the monitoring and evaluation.

In light of the predominantly positive feedback on the content of the Route Map itself, the measures will be taken forward largely as outlined in the Environmental Report. The measures will be introduced with minor amendments, as discussed in section 2.2.

5. The reasons for choosing the final approach

The adopted content of the final Route Map reflects the findings from the full suite of impact assessments undertaken, further complementary research and analysis, and the insights from the public consultation. The Environmental Assessment has shown that the actions within the Route Map are expected to lead to positive outcomes for Scotland across all relevant environmental topic areas.

5.1 Reasons for choosing the restrictions, as detailed, in the SEA Consultation

The final version of the Route Map responds directly to feedback from the first and second consultations, prioritising and focusing on the key actions that will unlock progress across the waste hierarchy, outlining how Scottish Government will deliver and coordinate these actions to achieve maximum positive impact for communities and businesses in Scotland.

Given the positive nature of the impacts identified in the SEA Environmental Report and the largely positive feedback received through the latest consultation, continuing forward with the same ambition was deemed the most favourable course of action, with minor amendments made to refine the details and timescales of upcoming actions to reflect stakeholder feedback.

5.2 Reasons for the rejection of a Business-as-Usual approach (where no Route Map actions are taken forward)

The Environmental Report identified a number of net positive effects across all of the environmental topics scoped into the assessment. To go forward with a business-as-usual approach and not adopt the actions within the Route Map would result in a missed opportunity to realise these potential wide-ranging environmental benefits. Negative effects and uncertainties were assessed to be insufficient to offset the positive impacts projected as a result of the adopted actions.

Due to the urgency of the current twin climate and nature emergencies, it was not considered viable to continue with a business-as-usual approach. A circular economy, based on sustainable consumption and production, is essential to power Scotland's transition to a fair, green, and sustainable economy, and the Route Map has been designed to accelerate progress towards this goal. The findings in the Environmental Report suggest that the proposed actions will result in outcomes supporting this ambition, and the responses to the public consultation suggest that the majority of respondents are in agreement with the proposed approach.

While some additional measures were put forward in the consultation as suggested alternatives, they were not considered to be reasonable alternatives to the Route Map as a whole, but rather additional measures that could be considered separately where appropriate, or considered through the development and implementation of the Route Map's actions.

6. The measures decided concerning monitoring

The Scottish Government will be responsible for monitoring the implementation and environmental effects resulting from implementing the Route Map. Due to the composition of the Route Map, the stage of development, and the variable timescales for delivery of each element, a single monitoring framework for the Route Map as a whole is not recommended. Instead, an individual approach to monitoring should be agreed for each of the actions or strategic aims within the Route Map, as appropriate.

To complement this, the Scottish Government have worked with a wide range of stakeholders to refresh our governance structure so that it drives the circular economy transformation to 2030 and enables a Team Scotland approach for delivery of the Route Map.

In parallel to the monitoring of Route Map actions, a Circular Economy Monitoring and Indicator Framework (CEMIF) is being developed to enable more holistic tracking of Scotland's consumption levels and wider measures of circularity (e.g. reuse, recycling and disposal) whilst ensuring that the wider social, economic and environmental impacts (such as biodiversity and land use impacts) are taken into account.



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